years. On account of the indiscriminate stocking of valuable timber and fuel-timber, there was also smuggling going on. When, in 1088, 1089 and 1090, passes were issued at one rupee per cart-load of fuel, there was a restriction that no royal trees should be cut and consequently there was no loss to Government. But now royal trees were being cut and sold by bandy men freely without being detected by the Forest Department. It was, therefore, necessary that Government should levy Rs. 2 for a pass and also restrict the felling to trees other than royal trees.

The Member then spoke about the desirability of Government ascertaining the assets and liabilities of Hundi merchants and seeing that the Hundi firms were duly registered. Their accounts also should be audited at the end of every year by a qualified agency under Government control. Under existing conditions of working of the Hundi firms, the people were often put to heavy loss.

The last suggestion of the Member was that the large forest areas now under grass could be planted with cotton the price of which had greatly increased and that a mill could be opened for making thread out of cotton which, while giving employment to several people, would also reduce the price of cotton and cloth.

Dewan's reply.—Noted.

24. The Government and Trade in Alleppey.

Mr. N. A. Mahomed Kunju (Member, Nominated) said that the trade of Alleppey was declining day by day and it was time that the Government bestowed serious attention to the subject. There were not sufficient facilities for trade in Alleppey as in foreign commercial ports and towns. At present the volume of trade at Alleppey was insignificant when compared with the trade of Cochin. By comparing the value of articles exported through the ports at Alleppey and Arukutty during the past 9 years, the Member sought to establish that articles to the value of 98 lakhs of rupees per annum were exported through Arukutty in excess of the articles exported from the Alleppey Port. On account of the omission to provide a monsoon port during the past two years, the traders of Alleppey were forced to send their articles to Madras, Negapatam, Tuticorin and other places for export and they had to suffer much loss on that account. Paddy from Burma was being imported through the Cochin Port at a cheaper rate than through Alleppey with the result that Alleppey traders had to depend on the Cochin Port for the cheap supply of paddy. The steamers from London, America, &c., always touched at the Cochin Port and hence the coir bales, coir mats, cocoanut oil &c., from the Alleppey town were being taken to Cochin for export. The above difficulties had discouraged many flourishing merchants of Alleppey and trade on the western portion of the town had considerably gone down. The export trade of Cochin had increased several fold. If the question of opening a harbour at Cochin also became an accomplished fact, then the Alleppey Port would lose all its importance and usefulness. The Member, therefore, submitted the following prayers for the early consideration of Government:—

(1) A harbour should be opened at the Alleppey Port.

(2) The Government should establish a Bank for the benefit of merchants.

(3) The Commercial Canal at Alleppey should be improved and arrangements made to deepen the canal every year.

(4) Industrial institutions should be established.

(5) In order to promote the interests of commercial classes, Committees should be organized in important commercial centres similar to the British Chamber of Commerce.

(6) A permanant Economic Conference should be organized like the one established in Mysore with merchants, agriculturists, and learned representatives of the people as members and the work and suggestions of the Conference made known to the people at the sessions of the Popular Assembly.

Dewan's reply.—Noted.

The Assembly adjourned at 5 P. M.

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